Impact of Euro norms on motor vehicles industry

944 PROF. (SHRIMATI) BHARATI RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of norms specified in Euro-I, Euro-II, Euro-Ill and Euro-IV;

(b) the present situation in India to match the Euro norms;

(c) whether the domestic motor vehicles industry would be seriously affected or closed down for adhering to the said norms; and

(d) what would be the additional investment for upgrading refineries to produce Euro-Ill auto fuels (petrol and dicsel) by 2005?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T.R. BAALU): (a) and (b) Euro-I, Euro-II, Euro-Ill and Euro-IV are based on progressive advancement of automobile technology and commensurate improved quality of fuel to comply prescribed set standards including emission norms. The European Union proposes to implement Euro-IV nor/ms from the year 2005 for which auto fuel specification and Engine technologies are yet to be finalised and evaluated. In Delhi, Mumbai, Chcnnai and Kolkata emission norms for 4 wheeled automobiles known as Bharat Stagc-II norms akin to Euro-II norms were made effective. In India, in the case of 2 and 3 wheelers, specific norms, which arc more stringent than in Europe arc followed.

(c) The domestic motor vehicles industry has taken steps to adhere to Euro norms as and when applicable.

(d) An additional amount of around Rs. 18,000 crore would be required to produce Euro-Ill auto fuels (petrol and dicsel) by 2005.

Destruction of BT cotton crops

945 SHRIMATI GURCHARAN KAUR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any standing cotton corps raised through the pest-rcsistcnt genetically modified BT cottcn seeds have been destroyed in any State;